

- ADMINISTRATION -

The County Road Administration Board (CRAB) was created by the Legislature in 1965 to provide regulatory oversight to the thirty-nine county road departments through development of Standards of Good Practice. The Board, consisting of six county commissioners/council persons and three county engineers representing various sizes of counties across the state, governs the agency's activities.

Responsibilities, given by the Legislature, include maintaining the inventory of all county roads and bridges (roadlog), and administering the distribution of the county portion of the state motor vehicle fuel tax. In addition, the Legislature has given CRAB the responsibility to administer the Rural Arterial and County Arterial Preservation Programs and the County Ferry Capital Improvement Program and to insure that counties make effective use of transportation-related information technology.

CRAB regulates the counties by developing mandatory uniform practices relating to the administration of county roads and the safe and efficient movement of people and goods over county roads. CRAB provides management and technical programs and assistance to enable counties to attain and maintain compliance with the Standards of Good Practice.

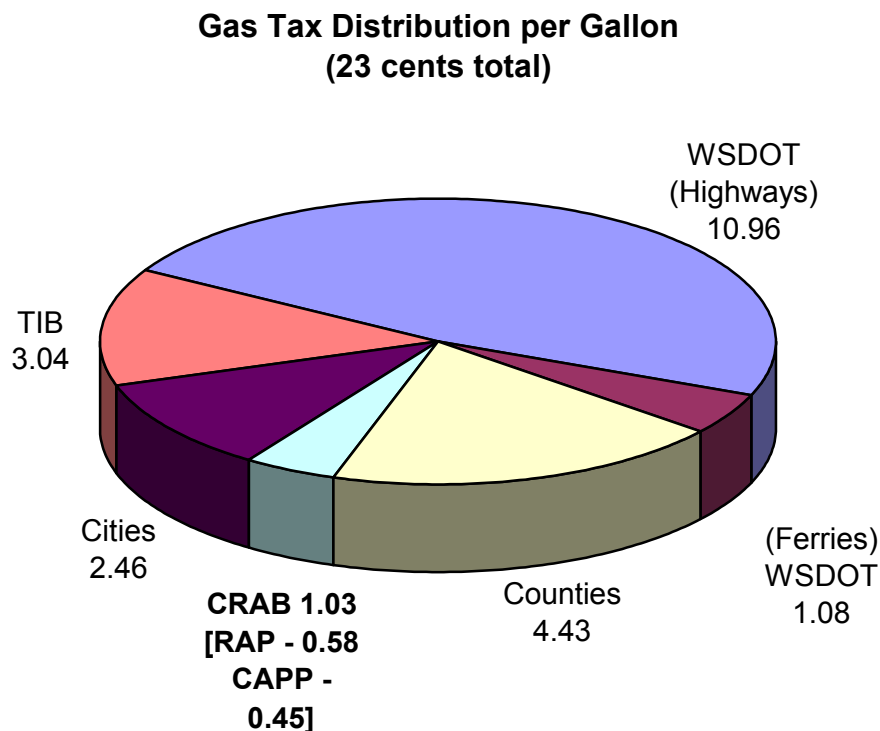


The CRABoard meets in Olympia at the CRAB Office.

- GRANT PROGRAMS -

Gas Tax Provides RAP and CAPP

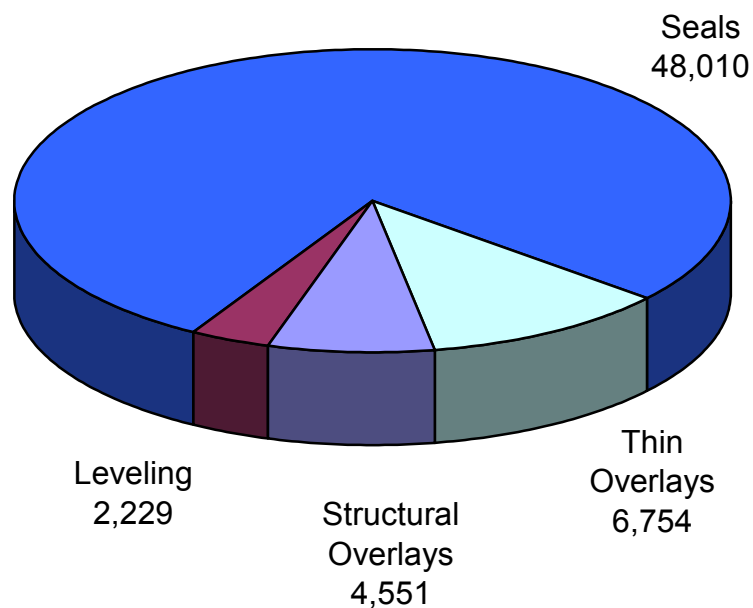
Taken as a small portion of the statewide fuel tax in Washington State, the County Road Administration Board's two county road funding programs, the County Arterial Preservation Program (CAPP) and the Rural Arterial Program (RAP), play a major role ensuring that freight haul and access to agricultural markets in local areas are adequate to meet the need on over 13,000 miles of road. The CAPP generates approximately \$26 million per biennium and RAP about \$38 million. Less than 3% of this revenue is used for administration.



Two Programs, Different Uses.

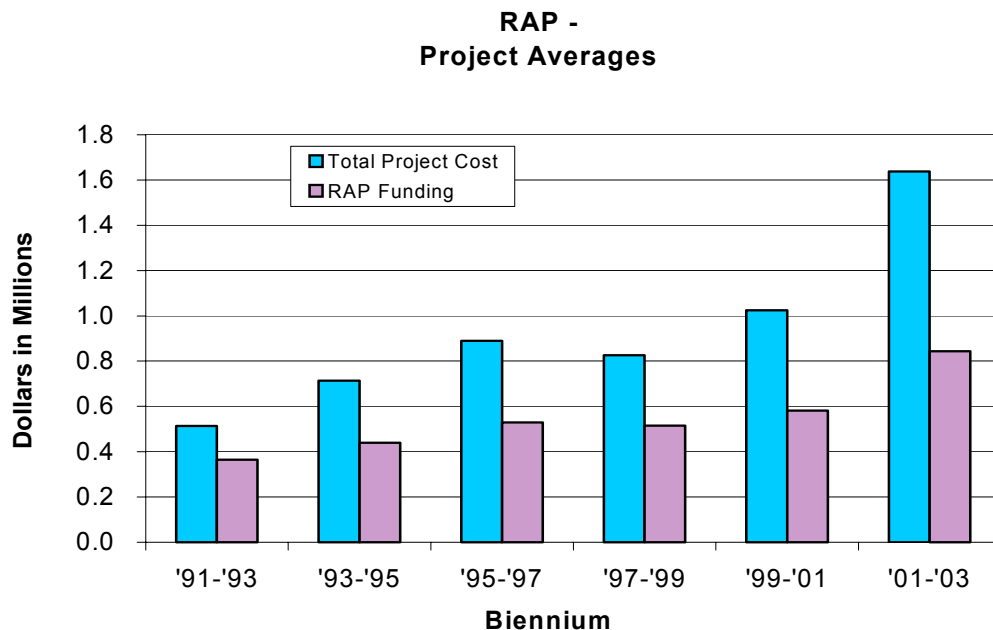
The County Arterial Preservation Program and the Rural Arterial Program provide road improvements, often from opposite ends of existing road condition. In 2001, CAPP funds helped counties rehabilitate and preserve the structure of roads that were otherwise healthy, and need to stay that way. The total cost statewide of this CAPP assisted preservation work this year (\$41,000,000 total, \$13,000,000 CAPP) was large, but not nearly as expensive as letting roads with borderline surface conditions continue to deteriorate.

**Lane Miles of Preservation Work
1990 - 2000**



RAP Fixes Most Road Maladies

RAP funds, on the other hand, have helped counties rebuild and upgrade roads that were below traffic and safety standards and whose surfaces were deteriorating too quickly for normal maintenance repairs. Larger in scope and cost than preservation work, RAP projects corrected bad horizontal and vertical curves, removed roadside hazards, widened narrow sections, and rebuilt road structure sections that were failing deep in the sub-base. RAP funds paid for a significant portion of county road construction costs in 2001, providing \$20,000,000 of the total \$292,635,000.



RAP funds have continued to grow in popularity over the years as a resource for large reconstruction projects. Counties often turn to RAP funds to quickly accomplish projects that would otherwise be tied up in more complicated application and mitigation requirements.

2001 Grant Program Projects

Clark County Uses CAPP Funds to Restore NE 212th Avenue - A good example of the CAPP's usefulness for resurfacing was the work performed by Clark County to revitalize NE 212 Avenue this year. The failing surfacing material was first ground down to the soil and Portland cement was then mixed with the surfacing materials to produce an 8-inch base. This composite material was graded, compacted and coated with a bituminous seal to lock in the chemical action needed for full curing. After 7 days the road was paved with a 2-1/2 inch ACP overlay to protect and strengthen the road. Deflection testing had earlier indicated a 3-1/2 inch ACP overlay was required, but with the base stabilization work, the thickness was reduced significantly, saving taxpayers about \$49,000.



The old surface was failing fast.



CAPP funded paving assures longer road life.

M&M Road Recycle Inc., of Redmond, WA. did the base stabilization, while the overlay work was performed by Western States Paving Company, of Vancouver, WA. Total project cost came to \$135,000 with CAPP supplying \$76,000 of that amount. Local residents are very pleased with the rebuilt NE 212 Avenue.

CRAB Uses RAP to Pay for Emergency Road Damage - *The CRABoard has taken care to ensure that enough RAP funds are available to promptly help counties that suffer emergency road damage from time to time. Whether caused by earthquakes, floods, or unexpected agricultural or residential development, counties with emergency road damage can make immediate repairs knowing these funds are there, and that repair cost can be quickly reimbursed.*

The emergency funding of Okanogan County's Chesaw Road this year was a good example of CRAB's responsiveness to this type of damage. Chesaw Road traverses the rugged terrain from Oroville to Chesaw, 20 miles east. It provides residents vital access to commerce, employment and emergency services. On July 12, 2001 approximately 5 inches of rain fell on the surrounding hills for a one-hour time period, and eroded the road to one lane in several locations. County Commissioners closed the road for public safety reasons, thereby isolating the town of Chesaw. CRAB staff quickly made a site visit and on July 19, 2001 the CRABoard approved \$400,000 in funding for the repairs needed to open the road to traffic again.



Flash flooding removes a large section of the road.

Cleaned up and ready for traffic.



The timely road inspection by CRABstaff and consideration of the Chesaw Road funding request demonstrated RAP's readiness to meet emergency needs on county arterial roads.

Clallam County Continues Old Olympic Highway Upgrades - *Constructed originally as a northern pan-peninsula state highway around 1900, Old Olympic Highway has maintained its original width and alignment for many years. Maintaining the surface quality with minor pavement improvements sufficed to meet motorist needs for a while, but due to residential growth (and 2500 vehicles a day) the county has been overhauling much of its length.*

The latest of six RAP funded improvements (now totaling over \$2,500,000 in RATA funding) was awarded to Bruch and Bruch Construction of Port Angeles. The project rebuilt a half-mile section between the northeast portion of Clallam County and the cities of Port Angeles and Sequim and now has a 40-foot wide asphalt surface with 6:1 side slopes. PUD transmission poles were relocated out of the clear zone and an irrigation ditch was channeled through the storm sewer system for approximately 1200 feet to reduce right of way impacts.

Clallam County pulverized and re-compacted the existing bituminous road surface so it could be re-used as a high quality base for the new pavement.



Utility poles and parked vehicles dangerously intrude on the road's clear zone.

The total cost was \$750,000 with RAP paying \$411,136 of that amount. These latest improvements are just one more step in the long-term upgrade to Old Olympic Highway, and were well worth CRAB's support and Clallam County's time and effort.



Wide shoulders and slopes make safety a reality.

King County Replaces Novelty Bridge - *The Novelty Bridge is located on NE 124th Street, which serves truck, recreational and commuter traffic into and through the Snoqualmie Valley in central King County. The original bridge, built in 1920, was high on the federal replacement array because it was narrow and weak. Poor sight distance due to vertical curvature compounded these unsafe conditions and signs were posted limiting traffic to one legal load at a time.*



Work commences, removing the old bridge.



The new bridge is a safe and "novel" driving experience.

The replacement work was contracted to Wilder Construction Company, which replaced the existing 20-foot wide substandard truss bridge with a tied arch bridge. The new bridge has a curb-to-curb width of 40 feet, providing two 12-foot travel lanes and two 8-foot shoulders.



The old bridge - in its' younger days.



The new bridge - ready for use.

Thanks to King County's attention to replacing obsolete bridges and the help provided by federal and RATA funds, a decisive improvement has been made to the safety and riding comfort of local commuters in this rural area.

Kittitas Rebuilds Look Road -Kittitas County accomplished reconstruction work on Look Road that resolved major alignment, structural and drainage problems. A portion of the roadway was located on the easterly boundary of the Kittitas County Airport (Bowers Field), restricting its realignment options. The final plan increased the radius of the existing curves and realigned the bordering section away from the airport. This maintained the standard 50 mile per hour design speed required for the project.

Drainage improvements resolved environmental concerns and the need for irrigation water. Two large box culverts were installed in Mercer Creek replacing two very undersized drainage structures. In order to accomplish these improvements the county worked closely with the Washington State Department of Fish and Wildlife throughout culvert design and construction. The end result greatly improved water flow and enhanced fish passage.



The old Look Road traversed damp, irrigated land



The new road, shored up, realigned and properly drained.

During roadway construction, a considerable amount of unsuitable material was encountered in existing and new alignment areas. This material, clearly deficient in road support qualities, caused continual failure of the road and its surface over the years. It was therefore removed and replaced with small rip rap, other select rock and gravel to provide a suitable base for the roadway.

Goodfellow Brothers, Inc., of Wenatchee, WA, performed the construction project at a total cost of nearly \$1.6 million dollars, with RAP contributing \$756,445.

The Look Road Project demonstrates Kittitas County's commitment to resolve all important road construction issues in an orderly, conscientious manner. The results are the multiple benefits of improvements to: irrigation, roadway strength, traffic safety, and fish habitat.

Snohomish County Overhauls Busy Pioneer Highway Intersection - *Pioneer Highway's intersection with 212th Street NE became a high priority for improvement by the county for a number of reasons. Over 4000 vehicles a day travel this section between Interstate 5 and rural farming and residential areas south of Stanwood. This popularity resulted in the severe traffic impacts of dangerous turning movements and pavement failure. 212th's approach angle gave cars accessing Pioneer little room for error, while drivers turning left off Pioneer Highway nervously waited in the through lane for an opportunity to exit.*



Sneak-in approaches are unsafe.



Channelization and widening allow safe, direct approach.

With the help of \$230,000 in RATA funding (\$460,000 total project cost) the county designed and constructed a "T" Intersection to replace the "Y" shaped approach of 212th. Widened shoulders and the addition of a left turn "holding lane" increased the comfort and safety of drivers making turning decisions on Pioneer Highway. The project is a perfect example of Snohomish County's close and effective attention to traffic movement and safety issues on the large arterial road system for which they are responsible.

Stevens County Improves 2.23 Miles of the Orin-Rice Road - *The Orin-Rice Road is a major east-west collector connecting State Route 395 and State Route 25. As traffic volumes increased over the years, road deficiencies such as inadequate lane and shoulder widths, road surface deterioration, substandard intersections, and limited sight distance demonstrated the need for reconstruction. Steep grades (in excess of 13%) also contributed to hazardous winter driving conditions.*

After over ten years in the planning, design, and right-of-way acquisition phases, the project finally went to construction in 2000. Walker's Paving, of Warden WA, built the improvements costing \$1,760,000 of which \$950,000 came from the Rural Arterial Trust Account and the remaining from Federal and Local sources.



The old road was narrow and had a deficient surface.



Reconstruction widened the roadway.



The project realigned several areas, widened the roadway surface and shoulders, and relocated an existing intersection 1,300 feet north of its previous location. Two keystone retaining walls were built to accommodate the new alignment. Cement treated base was incorporated into the subgrade, Asphalt Concrete Pavement Class B was applied, and guardrail was installed throughout most of the project. Thanks to Stevens County's efforts, Orin-Rice will continue to be the reliable and safe route that local residents, farmers and visitors need.

Whitman County Rehabilitates Rosalia Bridge -The Rosalia Bridge reflects the region's emergence into high production wheat farming. The bridge is located on the Inland Empire Highway, which is a state highway of regional significance used to transport grain to distribution centers such as Rosalia, about one mile to the north. Before the bridge was built in 1930, farmers suffered periodic setbacks trying to cross the normally dry, but sometimes flooding Pine Creek. The Washington State Department of Transportation finally built a bridge across the creek and haul was much easier. Over these many years however, the bridge deteriorated and became a serious safety and maintenance concern. The bridge won Federal and RATA rehabilitation funding in 1997 due to these conditions.

Maladies associated with aging of joints and columns were the focus of most of the corrective work. Worn bearing seats, failing columns, and obstructed expansion joints were among the items repaired. End abutments were also anchored to prevent further creep. The bridge was re-surfaced and the old cable guardrail system was replaced with standard guardrail.



Spartan maintenance repair efforts held the failed column in place.



Column replacement required jacking the bridge.



Weak concrete near joints was removed.



New guardrail and surfacing complete the job.

The contractor for the project was N. A. Degerstrom Incorporated, of Spokane WA. The project cost a total of \$346,609.00 with RAP paying \$69,536 of that amount. Thanks to Whitman County's effective use of combined Federal, RAP and local funds, the repaired Rosalia Bridge is more reliable, and easier to maintain.

- ENGINEERING SERVICES -

The Engineering Services Division provides continuing support and assistance to counties in a variety of areas. The Division is responsible for the maintenance of the County Roadlog and the computations and updates to the distribution of the counties' share of the motor vehicle fuel tax as well as management of the reports and other information necessary for recommendations related to the Annual Certificate of Good Practice for each county. In addition, the Division is responsible for the maintenance and updating of the County Engineers' and Public Works Directors' Manual and the provision of training to County Engineers and their staffs.

CRAB acts as a clearinghouse for questions and for the exchange of ideas. With an emphasis on good communication, Engineering Services has worked with both planning and public works departments as they strive to meet the transportation needs of their counties.

To keep abreast of future changes, Engineering Services staff participate in various interagency work groups on such issues as least-cost planning methodologies, rural mobility needs, watershed planning, environmental permitting, and urban design issues. The Division also strives to stay informed and to share information about emerging issues impacting county public works departments. Issues currently meriting such attention are the Endangered Species Act, GASB 34 financial reporting requirements, and asset management.

In 2001, Engineering Services began a major long-term effort focusing on Maintenance Management.



Pacific County Fowler Road Project - CAPP Funded.

Maintenance Management

The intent of the maintenance management initiative is to increase the use of formal maintenance management systems in county maintenance operations rather than to tell counties how to perform their maintenance activities. By implementing Standards of Good Practice related to maintenance management, counties will be encouraged to examine their maintenance processes and to look for ways to improve upon the various activities being performed.

During the initial phase of the effort, CRAB's Maintenance Program Managers conducted a survey and met with counties to review current maintenance management programs. Survey results together with follow-up discussions with the counties showed that, while there are many examples of good maintenance management programs being used in the counties, actual maintenance practices vary widely throughout the state. CRAB intends to use the good examples to promote the application of improved maintenance management practices.

CRAB is also working to include a specific maintenance management system (MMS) tool in the Mobility software for county use in managing maintenance operations. Computer software modeling techniques are being defined in preparation for actual program development. One of the challenges yet to be addressed is the increased focus on system integration, specifically the integration of Public Works information with varied county accounting systems.

County Freight and Goods System

In 2000, the Legislature provided funding for CRAB to report on the County Freight and Goods System. The funds were used to provide classifying traffic counters for the counties, so they could obtain truck volume and classification information. The results of their studies were included in the County Roadlog. Using this updated information, CRAB prepared the 'County Freight and Goods System - 2001 Status Report'. The Status Report was presented to the Legislative Transportation Committees, along with the counties and other interested agencies in February 2001. The counties are including truck classification and volume studies in their annual traffic counting programs. CRAB is currently preparing the 'County Freight and Goods System - 2002 Status Report'.

- INFORMATION SERVICES -

A critical function of the CRAB mission is to provide our counties with products, services, and assistance that enable them to comply with standards of good practice and to operate in an efficient and effective manner. The following articles illustrate the assistance given to counties by our Information Services Division and the citizen benefit from the effective application of good business practices by our counties.

Design Systems

CRAB provides Washington counties with engineering design software along with support and training, at little or no cost, that enables them to maximize the design of road improvements through enhanced revision and alternative analysis.



One key to our counties' successful use of the CRAB design software is effective training and support. This year with the acquisition of new training equipment and a new training room in Olympia, CRAB is better able to ensure a high level of competence amongst our county design staff.

Here the design team from Thurston County Public Works; Bernie Clemente, Randy Evans, Bala Ramaya, and Sam Lawrence are receiving training in Eagle Point's RoadCalc module on how to properly construct a typical roadway section detail.

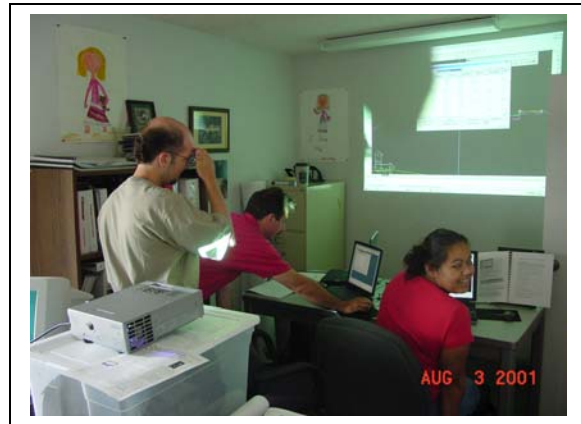
CRAB prides itself in offering our counties training courses suited for both engineering and surveying professionals. These courses reaffirm our commitment to our county partners. No one can match the level of knowledge and real life experience that our certified and licensed trainer can provide.

In addition to step-by-step instruction using practical design solutions, users learn timesaving shortcuts. Each student also receives a comprehensive training manual and data files that can be taken back to the office to be used as a valuable reference guide. Small class size ensures that students receive the maximum amount of attention from the instructors. Students are taught using real-life examples, providing them with skills that can be applied immediately upon return to the office.

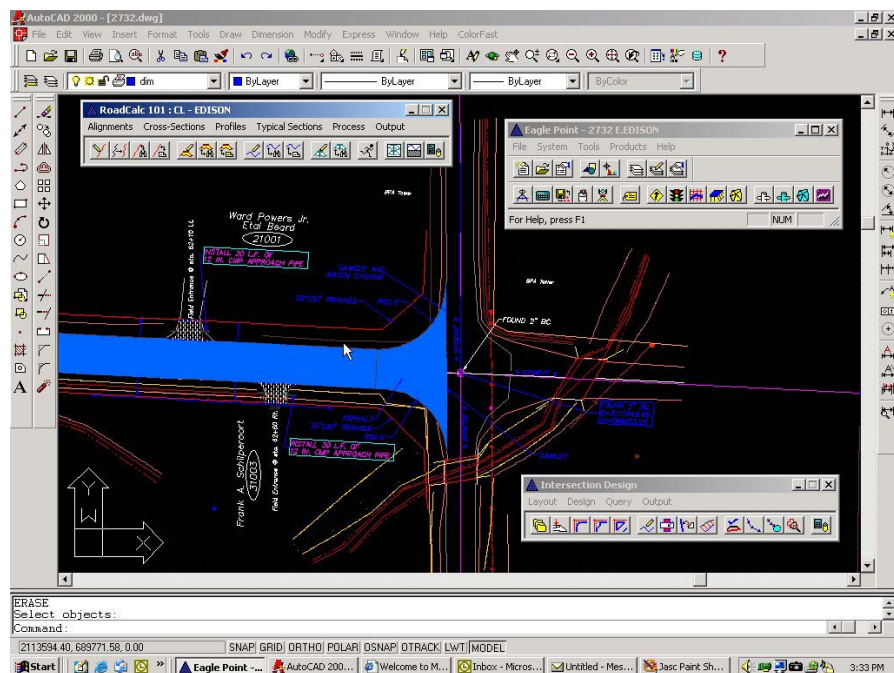
At times, training can be much more effective if given to an individual county's design team in their office. CRAB's design engineer, Jim Ayres, made many county visits this year offering expert consulting and training.



Shown above is a training session that CRAB held at Walla Walla County for Thom Scott, Roger Rowe, Traci Hoffman and Joe Bowles.



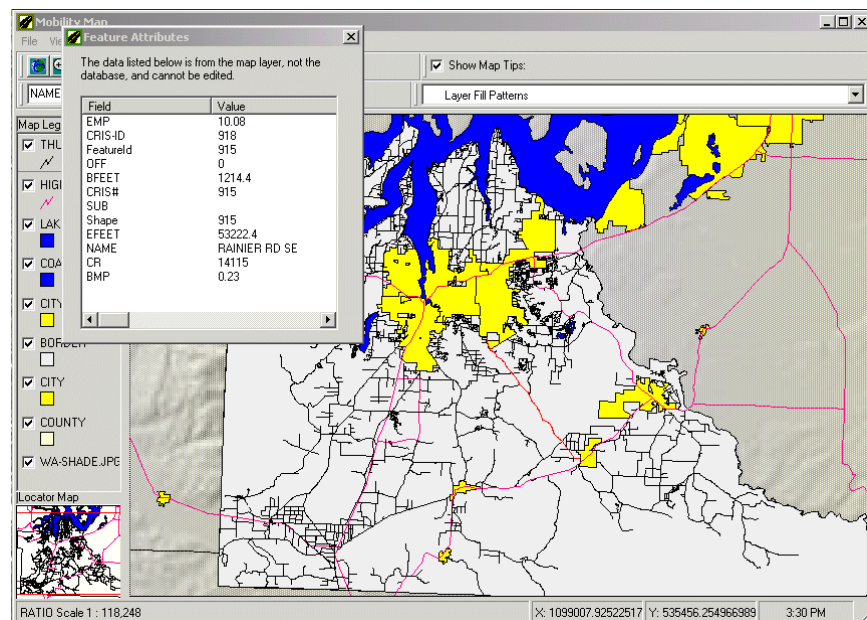
Shown here is a Douglas County training session with Greg Peterson, Bruce Dawson and Anna Colinas.



The discipline of road design can be quite complex and the software tools used in this discipline are necessarily complex yet, believe it or not, software such as the Eagle Point RoadCalc, shown above, are very intuitive and become second nature to our county design staff after appropriate training.

Management Systems

Mobility is a set of management systems, developed by CRAB, and poised for implementation in the counties during 2002. **Mobility** will replace the CRAB developed CRIS system which has been used effectively by counties for fourteen years, but is now outdated. **Mobility**, with its comprehensive road inventories and management systems inherited from CRIS, enables Washington counties to make informed decisions and develop sound business and operational strategies.



The Mobility Introductory Campaign was instituted this year as a method of introducing Washington State county personnel to the new Mobility Software. The focus of the presentation is to familiarize users with the functionality of the new product, to disseminate our accomplishments, publicize our development schedule and to make known anticipated minimum system requirements. All 39 counties will have had the opportunity to attend a local presentation by the end of this year.



The Mobility Development Team recently demonstrated the new Mobility Software at the 2001 Road Design Conference, to the CRAB Board, and the Washington State Geographic Information Council. During the last part of the year the Mobility Development Team will initiate the second phase of preparation by individually visiting each county to assist in the necessary process of preparing existing CRIS data for import into the new Mobility software.

Technical Assistance

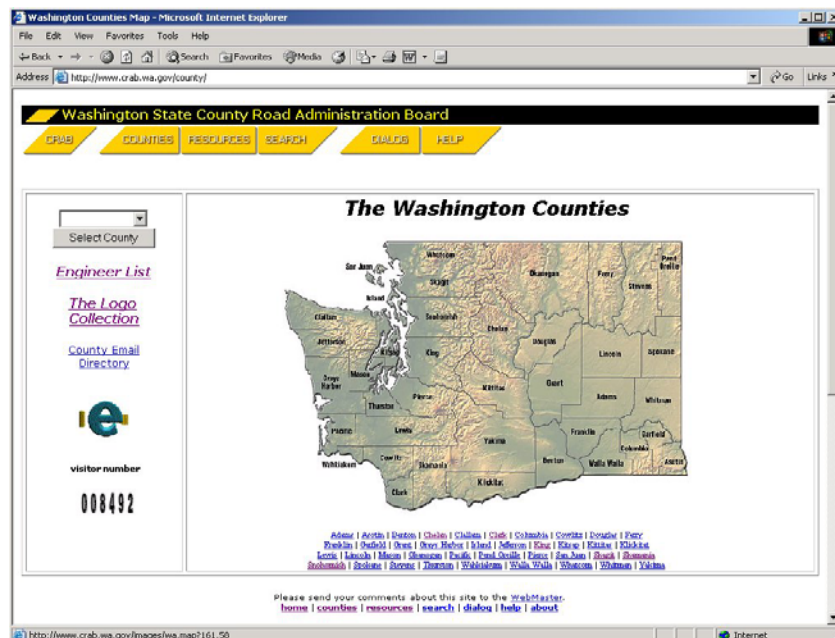
Along with providing and supporting Design and Management systems, CRAB offers a variety of other services that foster professionalism and encourage the sharing, cooperative environment enjoyed by our county road departments. A prime example would be our 12th annual Road Design Conference held this October.



Onsite training was a new event at the Road Design Conference this year.

Attended by design professionals from 27 counties, the WSDOT, and the BIA, our conference featured respected speakers from the software industry such as Eagle Point, AutoDesk, Etterra, PacifiCAD, and Portland Precision. The benefits of the information exchange, networking and presentations by county personnel to each other is immeasurable.

The CRAB website is another example of one-stop shopping for technical and organizational assistance. The variety of articles, forms, model ordinances, draft policies, resolutions, links to resources and our knowledge base effectively demonstrate the economy-of-scale unique to the structure of the CRAB.



As a service to our counties CRAB has also hosted numerous entities' websites until they could establish their own web servers. Such organizations as FMSIB, WSAC, County Risk Pool, WSACE, County Surveyors, Public Works Board, and seven counties got their web start at CRAB.

- TABLES -



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Table A

COUNTY BRIDGE DATA - OCTOBER 2001

Washington State Bridge Inventory System

Bridges 20 Feet or Greater in Length on Federal Aid (FAR) and Non Federal Aid (NFAR) Routes

Posting Consideration Based on HS-20 Design Load, less than 28 Tons at Operating Rating

COUNTY	County Owned Bridges	Bridges Posted or May Consider Posting				Bridges With Posting Not Required				Deficient Bridges**
		FAR	Square Feet	NFAR	Square Feet	FAR	Square Feet	NFAR	Square Feet	
ADAMS	123	2	2,594	15	21,607	34	62,688	72	78,811	17
ASOTIN	17	0	0	0	0	13	39,242	4	4,321	2
BENTON	48	0	0	2	1,193	14	57,309	32	31,642	9
CHELAN	40	1	10060	5	23,393	16	83,108	17	43,253	9
CLALLAM	29	2	6,276	5	18,186	7	29,446	15	36,573	8
CLARK	53	6	22,320	4	6,054	18	46,691	23	31,834	21
COLUMBIA	63	2	3,424	5	2,892	17	25,595	39	60,726	12
COWLITZ	52	6	23,548	10	28,727	12	74,136	23	52,392	22
DOUGLAS	27	2	7,810	5	3,205	11	18,762	9	8,619	16
FERRY	21	2	5,230	3	9,099	1	2,640	15	21,294	8
FRANKLIN	89	1	1,292	4	4,898	17	32,330	67	91,571	9
GARFIELD	36	1	868	1	1,018	16	14,004	18	18,151	11
GRANT	185	3	6,030	21	33,053	45	123,605	114	182,771	26
GRAYS HARBOR	143	3	2,480	9	34,055	54	268,357	77	174,999	25
ISLAND	0	0	0	2	1,452	0	0	0	0	0
JEFFERSON	22	0	0	0	0	8	16,170	14	46,796	3
KING	144	9	42036	12	31,197	66	322,426	55	107,678	66
KITSAP	20	0	0	2	2,005	14	64,871	4	4,991	3
KITTITAS	106	8	11,632	18	14,091	18	65,778	62	109,324	9
Klickitat	56	1	522	7	10,767	12	36,001	36	68,923	10
LEWIS	186	6	6,084	9	12,318	39	150,583	132	253,796	31
LINCOLN	125	0	0	15	10,457	31	48,034	79	102,567	15
MASON	47	0	0	0	0	11	71,909	36	65,737	9
OKANOGAN	51	0	0	2	1,679	13	62,137	36	52,593	9
PACIFIC	61	1	936	4	5,630	8	28,008	48	125,214	12
PEND OREILLE	17	1	1,552	0	0	6	74,512	10	8,397	7
PIERCE	104	4	63,452	1	1,236	62	264,977	36	53,263	44
SAN JUAN	2	0	0	0	0	0	0	2	1,721	2
SKAGIT	102	1	1,232	11	14,777	41	192,345	48	99,020	23
SKAMANIA	26	0	0	2	3,570	5	30,218	19	55,699	7
SNOHOMISH	156	1	3,312	4	6,940	79	393,602	72	226,185	52
SPOKANE	114	19	56,526	26	41,619	23	192,003	46	93,585	41
STEVENS	51	2	10,519	1	1277	5	8,928	43	75,792	9
THURSTON	82	0	0	3	6,788	22	108,745	56	155,934	21
WAHIAKUM	18	1	2,419	1	930	7	22,354	9	16,640	4
WALLA WALLA	104	5	8,480	3	1,888	43	105,424	53	105,010	21
WHATCOM	127	3	4,364	3	4,639	30	87,073	91	148,837	28
WHITMAN	241	6	13,317	19	16,181	46	85,321	168	249,846	68
YAKIMA	314	11	31,850	16	28,003	76	198,889	205	319,807	69
TOTAL	3,202	110	350,165	250	404,823	940	3,508,221	1,885	3,384,312	758
Total Replacement Cost* (\$ Million):			\$88		\$101		\$877		\$846	

*At \$250 per Square Foot

** Deficient Bridges are listed as Structurally Deficient (SD) or Functionally Obsolete (FO).

Table B

ACTUAL COUNTY ROAD FUND EXPENDITURES

Plus RAP and CAPP

2000

(thousands of dollars)

COUNTY	CONST.	MAINT.	ADMIN. & OPER.	FACIL.	REIMB.	FERRY	BOND WARRANT RET'T	OTHER	TRAFFIC POLICING	TOTAL (Road Funds)	RAP (separate)
ADAMS	3,351	4,126	298	0	10	0	1	334	48	8,168	1,868
ASOTIN	1,628	1,269	330	14	0	0	0	58	0	3,299	959
BENTON	3,798	2,849	976	0	585	0	0	1,173	0 *	9,381	464
CHELAN	3,008	5,915	902	114	0	0	5	0	0	9,944	630
CLALLAM	2,586	5,203	1,754	0	93	0	15	289	151 **	10,091	331
CLARK	36,990	11,759	5,577	469	0	0	58	7,965	0 *	62,818	897
COLUMBIA	1,523	1,257	236	4	5	0	0	498	40	3,563	619
COWLITZ	4,127	6,069	2,228	416	0	0	0	249	0 *	13,089	1,249
DOUGLAS	1,003	4,356	1,372	0	99	0	324	1,335	0	8,489	695
FERRY	1,245	1,994	307	4	61	0	0	671	0	4,282	802
FRANKLIN	3,135	2,581	726	0	124	0	180	327	0	7,073	0
GARFIELD	170	1,163	369	0	4	0	0	39	0	1,745	0
GRANT	5,199	6,018	1,284	49	113	0	41	670	161	13,535	1,652
GRAYS HARBOR	2,415	5,574	1,736	206	453	0	0	208	0	10,592	243
ISLAND	2,684	4,249	2,145	0	66	0	175	1,471	0	10,790	0
JEFFERSON	647	3,208	1,135	107	22	0	0	2,258	0 *	7,377	49
KING	56,587	35,828	4,024	1,567	0	0	2,799	27,686	389	128,880	974
KITSAP	6,332	9,909	1,287	235	713	0	274	8,105	0 *	26,855	537
KITTITAS	2,745	3,045	815	18	164	0	346	48	0 *	7,181	744
KLICKITAT	3,431	2,820	413	0	0	0	2	1,451	0	8,117	490
LEWIS	4,784	7,850	1,976	0	0	0	0	825	0 *	15,435	559
LINCOLN	3,248	3,753	1,011	0	187	0	4	14	0 *	8,217	1,609
MASON	5,490	3,214	1,360	3	0	0	0	287	0 *	10,354	0
OKANOGAN	1,218	5,142	862	180	63	0	27	300	50	7,842	496
PACIFIC	417	2,753	616	13	44	0	0	122	0	3,965	0
PEND OREILLE	3,005	2,096	438	3	277	0	0	155	0	5,974	907
PIERCE	16,486	15,928	14,598	2,456	31	0	81	18,681	0	68,261	548
SAN JUAN	1,010	2,189	674	154	569	0	120	45	0 *	4,761	0
SKAGIT	10,324	5,075	4,049	166	109	766	0	489	0 *	20,978	1,597
SKAMANIA	438	2,168	585	0	30	0	0	218	0	3,439	0
SNOHOMISH	38,547	17,569	14,451	554	6,488	0	571	1,833	1,659	81,672	303
SPOKANE	27,013	13,566	7,174	76	1,922	0	131	1,732	0	51,614	249
STEVENS	3,897	5,520	743	0	90	0	15	6	0	10,271	960
THURSTON	6,313	10,189	2,331	0	0	0	0	3,158	0 *	21,991	65
WAHIAKUM	577	733	140	6	132	444	0	1	0	2,033	362
WALLA WALLA	5,435	3,740	692	46	1,081	0	0	67	0	11,061	1,140
WHATCOM	6,220	9,327	2,882	0	254	946	244	521	0 *	20,394	159
WHITMAN	2,296	3,615	1,207	29	0	0	0	0	60	7,207	1,045
YAKIMA	13,751	7,865	3,058	29	287	0	98	198	100	25,386	446
TOTAL	293,073	241,484	86,761	6,918	14,076	2,156	5,511	83,487	2,658	736,124	23,648

% OF TOTAL 39.8% 32.8% 11.8% 0.9% 1.9% 0.3% 0.8% 11.3% 0.4%

Construction expenditure amounts do not include State ad & award Federal Aid participation.

Source: County Reports to D.O.T. Secretary of Transportation

*Traffic Policing funds paid from diverted road levy.

**Road Fund contribution in addition to diverted levy.

Table C

ANTICIPATED COUNTY ROAD FUND REVENUE 2001 BUDGETS

(thousands of dollars)

COUNTY	BEGIN. FUND BAL.	FED. PROG.	MOTOR VEHICLE FUEL TAX					TAXES				MISC.			TOTAL
			GAS TAX	TIB	RAP	CAPP	MVFT TOTAL	PROP- ERTY	TIMBER	OTHER TAXES	TOTAL TAXES	FED. LANDS	REIMB.	OTHER	
ADAMS	500	2,125	3,603	0	278	559	4,440	937	0	10	947	0	21	25	8,058
ASOTIN	650	2,505	1,302	0	80	94	1,476	712	1	2	715	15	0	33	5,394
BENTON	4,082	1,189	2,861	1,920	2,485	319	7,585	3,660	0	60	3,720	0	120	5,930	22,626
CHELAN	2,615	1,212	2,074	0	945	262	3,281	4,842	10	25	4,877	526	6	34	12,551
CLALLAM	7,845	1,257	1,720	0	1,700	139	3,559	4,436	400	16	4,852	500	125	1,169	19,307
CLARK	0	4,847	5,654	1,935	98	240	7,927	23,109	172	313	23,594	4	0	8,217	44,589
COLUMBIA	1,227	755	1,250	0	440	140	1,830	314	15	3	332	35	0	417	4,596
COWLITZ	1,678	2,164	1,942	1,600	650	242	4,434	6,814	1,167	25	8,006	62	270	3,709	20,323
DOUGLAS	1,056	756	3,244	833	251	0	4,328	2,955	0	12	2,967	0	85	686	9,878
FERRY	5	1,008	1,578	0	840	180	2,598	150	5	0	155	75	0	184	4,025
FRANKLIN	786	1,095	2,527	0	1,723	360	4,610	2,010	0	15	2,025	0	80	233	8,829
GARFIELD	1,223	44	1,165	0	400	128	1,693	206	10	2	218	20	0	229	3,427
GRANT	12,815	3,558	5,400	109	949	860	7,318	5,329	0	85	5,414	0	150	552	29,807
GRAYS HARBOR	2,782	1,528	1,986	0	1,586	231	3,803	3,084	1,800	5	4,889	150	7	1,573	14,732
ISLAND	2,668	864	1,873	0	446	227	2,546	5,558	0	2	5,560	0	47	4,436	16,121
JEFFERSON	1,763	1,552	1,248	0	621	135	2,004	2,360	120	5	2,485	1,325	5	363	9,497
KING	44,865	24,427	13,376	5,182	1,131	622	20,311	50,419	439	0	50,858	649	16,881	30,347	188,338
KITSAP	1,971	2,184	4,803	1,796	500	349	7,448	16,514	0	30	16,544	0	514	8,689	37,350
KITTITAS	3,522	1,247	1,713	0	678	350	2,741	2,364	100	10	2,474	150	119	163	10,416
Klickitat	419	2,516	2,378	0	1,206	327	3,911	1,709	250	7	1,966	40	48	1,326	10,226
LEWIS	11,867	3,671	3,050	0	590	310	3,950	5,326	827	0	6,153	0	77	3,055	28,773
LINCOLN	525	370	3,853	0	745	396	4,994	630	0	0	630	0	0	117	6,636
MASON	4,763	0	1,939	0	720	275	2,934	5,889	850	100	6,839	208	3	91	14,838
OKANOGAN	0	536	2,987	0	1,840	420	5,247	2,950	40	10	3,000	578	14	345	9,720
PACIFIC	4,400	1,082	1,176	0	564	127	1,867	2,105	744	2	2,851	0	31	(3,216)	7,015
PEND OREILLE	450	260	1,390	0	1,400	165	2,955	1,255	275	1	1,531	320	210	26	5,752
PIERCE	11,499	10,999	9,400	8,675	1,409	761	20,245	31,795	466	0	32,261	440	3,140	9,951	88,535
SAN JUAN	1,042	30	810	0	0	0	810	1,439	2	4	1,445	0	132	2,366	5,825
SKAGIT	0	623	2,705	0	340	376	3,421	7,500	400	30	7,930	420	2,800	866	16,060
SKAMANIA	747	408	769	0	827	92	1,688	971	8	3	982	1,516	3	223	5,567
SNOHOMISH	10,340	6,026	8,600	10,180	358	540	19,678	33,608	250	90	33,948	500	4,079	22,607	97,178
SPOKANE	12,424	9,672	10,400	0	1,179	951	12,530	19,560	0	0	19,560	0	1,429	13,835	69,450
STEVENS	128	1,482	2,924	0	1,260	432	4,616	3,180	359	2	3,541	100	46	29	9,942
THURSTON	11,026	1,729	4,193	120	1,015	379	5,707	12,819	275	10	13,104	1	475	2,279	34,321
WAHIAKUM	363	406	801	0	0	75	876	320	300	4	624	0	0	446	2,715
WALLA WALLA	0	3,642	2,566	4	275	408	3,253	3,330	20	30	3,380	0	0	1,297	11,572
WHATCOM	4,187	2,974	3,421	100	1,000	712	5,233	11,800	200	24	12,024	600	100	2,264	27,382
WHITMAN	0	785	3,765	0	1,315	436	5,516	1,700	0	15	1,715	0	60	311	8,387
YAKIMA	5,992	6,840	5,400	5,251	750	760	12,161	9,722	0	0	9,722	1,424	1,503	2,700	40,342
TOTALS	172,225	108,368	131,846	37,705	32,594	13,379	215,524	293,381	9,505	952	303,838	9,658	32,580	127,907	970,100

% OF TOTAL	17.8%	11.2%	13.5%	3.9%	3.4%	1.3%	22.1%	30.2%	1.0%	0.1%	31.3%	1.0%	3.4%	13.2%	
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Table D

ANTICIPATED COUNTY ROAD FUND EXPENDITURES 2001 BUDGETS

(thousands of dollars)

COUNTY	CONST.	MAINT.	ADMIN. & OPER.	FACIL.	FERRY	REIMB.	BOND WARRANT RETT	OTHER	SUB TOTAL	END FUND CASH	GRAND TOTAL
ADAMS	3,038	4,064	838	0	0	40	0	78	8,058	0	8,058
ASOTIN	2,996	1,473	403	0	0	0	0	145	5,017	377	5,394
BENTON	13,600	3,859	1,187	0	0	3,374	0	606	22,626	0	22,626
CHELAN	3,778	5,850	1,842	0	0	0	0	313	11,783	768	12,551
CLALLAM	4,796	5,567	2,700	0	0	67	0	1,272	14,402	4,905	19,307
CLARK	26,513	13,953	4,123	0	0	0	0	0	44,589	0	44,589
COLUMBIA	1,526	1,870	249	0	0	0	0	529	4,174	422	4,596
COWLITZ	7,217	6,533	2,365	237	0	0	50	2,500	18,902	1,421	20,323
DOUGLAS	2,499	4,098	1,698	0	0	91	306	436	9,128	750	9,878
FERRY	1,938	1,649	333	0	0	65	0	35	4,020	5	4,025
FRANKLIN	4,520	3,200	750	52	0	135	172	0	8,829	0	8,829
GARFIELD	643	1,263	377	0	0	4	0	6	2,293	1,134	3,427
GRANT	8,272	6,934	1,745	0	0	150	40	2,182	19,323	10,484	29,807
GRAYS HARBOR	5,242	6,665	1,800	0	0	800	0	225	14,732	0	14,732
ISLAND	6,432	4,874	2,170	175	0	47	389	1,309	15,396	725	16,121
JEFFERSON	2,228	3,413	1,347	0	0	5	12	1,223	8,228	1,269	9,497
KING	130,655	33,868	11,185	5,037	0	7,593	0	0	188,338	0	188,338
KITSAP	13,039	8,583	1,238	0	0	950	0	13,540	37,350	0	37,350
KITTITAS	3,359	2,680	891	0	0	132	0	272	7,334	3,082	10,416
KLICKITAT	5,375	2,909	450	0	0	0	2	1,090	9,826	400	10,226
LEWIS	7,862	7,815	1,966	0	0	0	0	825	18,468	10,305	28,773
LINCOLN	1,227	3,635	1,005	0	0	110	0	183	6,160	476	6,636
MASON	9,886	3,574	1,168	0	0	0	0	208	14,836	2	14,838
OKANOGAN	2,405	5,170	1,641	0	0	8	27	469	9,720	0	9,720
PACIFIC	2,568	3,739	673	0	0	35	0	0	7,015	0	7,015
PEND OREILLE	2,159	2,258	471	0	0	0	0	298	5,186	566	5,752
PIERCE	46,110	18,132	16,349	6,116	0	0	0	1,828	88,535	0	88,535
SAN JUAN	2,112	2,244	701	0	0	132	23	500	5,712	113	5,825
SKAGIT	6,206	5,759	2,880	185	1,030	0	0	0	16,060	0	16,060
SKAMANIA	2,436	2,099	716	0	0	29	0	287	5,567	0	5,567
SNOHOMISH	52,639	24,449	20,090	0	0	0	0	0	97,178	0	97,178
SPOKANE	36,935	15,061	4,895	0	0	2,000	0	10,559	69,450	0	69,450
STEVENS	3,889	4,900	887	0	0	34	15	217	9,942	0	9,942
THURSTON	12,509	11,448	9,867	0	0	0	0	497	34,321	0	34,321
WAHKIAKUM	705	1,317	163	0	0	20	0	510	2,715	0	2,715

Table E

COUNTY ROAD LEVY SUMMARY

As shown in 2001 Budgets
(thousands of dollars)

County	Valuation	Revenue Produced by Full Levy \$2.25/\$1,000	Actual Levy \$/\$1,000	Revenue Produced	RCW 36.33.220					Revenue Remaining in Road Fund
					Traffic Policing expense paid by:				Other Purposes	
					Total Levy Diverted \$/\$1,000	Diversion	Payment for Services	Transfer- Out		
ADAMS	664,701	1,496	1.5750 *	1,047 *			51			996
ASOTIN	509,005	1,145	1.3934 *	709 *						709
BENTON	1,873,497	4,215	1.9588	3,670	0.0436	82				3,588
CHELAN	2,507,328	5,641	1.9316	4,843			63			4,780
CLALLAM	2,540,901	5,717	1.7913 *	4,552 *	0.2535	644				3,907
CLARK	10,917,722	24,565	2.1833	23,836	0.1273	1,390			43	22,404
COLUMBIA	168,897	380	2.2200	375					101	274
COWLITZ	3,629,390	8,166	1.9932	7,234	0.1156	420				6,814
DOUGLAS	1,331,084	2,995	2.2500	2,995						2,995
FERRY	294,421	662	2.2500	662	1.7595				518	144
FRANKLIN	1,018,268	2,291	1.9900 *	2,026 *						2,026
GARFIELD	101,006	227	2.1000 *	212 *						212
GRANT	2,568,039	5,778	2.2476	5,772			195			5,577
GRAYS HARBOR	1,327,514	2,987	2.2370	2,970			200			2,770
ISLAND	5,290,702	11,904	1.0455	5,531				396	813	4,323
JEFFERSON	1,846,497	4,155	1.4131	2,609	0.1381	255				2,354
KING	26,835,259	60,379	1.7400	46,693			389			46,304
KITSAP	9,085,685	20,443	1.9785	17,976	0.1500	1,363				16,613
KITTITAS	1,350,983	3,040	1.7944	2,424	0.0444	60				2,364
KlickITAT	941,791	2,119	1.8985	1,788						1,788
LEWIS	2,783,054	6,262	2.0772	5,781	0.1728	481				5,300
LINCOLN	554,629	1,248	1.5252 *	846 *	0.2975	165				681
MASON	3,204,411	7,210	1.9402	6,217	0.0867	278			51	5,889
OKANOGAN	1,350,493	3,039	2.1049	2,843				50		2,793
PACIFIC	1,183,757	2,663	1.8030	2,134						2,134
PEND OREILLE	576,279	1,297	2.2500	1,297						1,297
PIERCE	17,699,927	39,825	2.2379	39,611	0.4377	7,747 **				31,863
SAN JUAN	2,837,671	6,385	0.5348	1,518	0.1490	423				1,095
SKAGIT	4,088,874	9,200	2.0575	8,413	0.1626	665				7,748
SKAMANIA	591,690	1,331	1.6579	981						981
SNOHOMISH	18,697,421	42,069	1.9700	36,834				1,707		35,127
SPOKANE	10,435,856	23,481	1.8792	19,611						19,611
STEVENS	1,579,858	3,555	2.0130 *	3,180 *						3,180
THURSTON	6,464,593	14,545	2.0364	13,165	0.0499	323				12,842
WAHKIAKUM	205,180	462	1.5997	328						328
WALLA WALLA	1,497,867	3,370	2.2232	3,330						3,330
WHATCOM	5,736,324	12,907	2.1581	12,380	0.0866	497				11,883
WHITMAN	757,566	1,705	2.2500	1,705						1,705
YAKIMA	4,478,467	10,077	2.2401	10,032			135			9,897
TOTALS	159,526,605	358,935		308,130		14,792	1,033	2,153	1,526	288,627

* Net after Levy Shift (RCW 84.52.043)

** Raised by voter approval (RCW 84.55)

Table F

COUNTY ROAD MILEAGE - 1/1/01

COUNTY	URBAN ROADS			RURAL ROADS			SYSTEM CENTERLINE TOTAL	PAVED ARTERIAL C/L MILES	PAVED ARTERIAL LANE-MILES
	ACCESS	ARTERIAL	TOTAL	ACCESS	ARTERIAL	TOTAL			
ADAMS				1,107.29	671.52	1,778.81	1,778.81	545.46	1,091.24
ASOTIN	31.67	14.68	46.36	193.83	157.57	351.40	397.76	95.76	195.82
BENTON	102.69	37.41	140.10	413.25	316.73	729.99	870.08	302.21	604.88
CHELAN	32.63	21.05	53.68	390.34	218.99	609.33	663.01	239.54	480.38
CLALLAM	18.80	8.09	26.89	336.64	124.43	461.07	487.96	132.52	264.90
CLARK	320.59	141.21	461.80	308.81	316.29	625.10	1,086.90	456.87	969.81
COLUMBIA				273.42	228.79	502.21	502.21	135.40	270.79
COWLITZ	38.98	20.24	59.22	269.35	206.04	475.39	534.61	221.98	443.96
DOUGLAS	48.13	31.92	80.04	1,171.37	401.93	1,573.30	1,653.34	305.89	618.62
FERRY				501.94	221.86	723.80	723.80	177.61	355.60
FRANKLIN	31.26	16.24	47.50	613.13	342.99	956.12	1,003.62	347.01	697.67
GARFIELD				237.99	214.80	452.78	452.78	122.16	244.31
GRANT	23.37	15.83	39.20	1,584.54	903.90	2,488.44	2,527.64	817.33	1,645.45
GRAYS HARBOR	10.99	7.91	18.90	314.50	222.10	536.60	555.50	224.50	449.07
ISLAND	5.74	5.14	10.88	368.07	209.02	577.09	587.97	214.16	431.48
JEFFERSON	9.10	1.54	10.64	246.73	136.31	383.04	393.68	127.83	256.29
KING	665.83	192.55	858.38	635.01	355.81	990.82	1,849.19	548.36	1,166.75
KITSAP	270.08	122.94	393.01	347.60	190.71	538.31	931.32	313.65	634.36
KITTITAS	8.85	9.45	18.30	240.80	301.31	542.11	560.41	305.31	612.93
KLICKITAT				709.29	376.10	1,085.39	1,085.39	315.17	630.44
LEWIS	61.16	39.32	100.48	701.17	255.28	956.46	1,056.94	289.58	579.16
LINCOLN				1,327.34	659.23	1,986.57	1,986.57	373.27	746.53
MASON	11.94	5.89	17.83	334.47	267.47	601.94	619.77	262.78	525.77
OKANOGAN				862.92	511.06	1,373.97	1,373.97	400.51	801.15
PACIFIC				217.76	130.12	347.87	347.87	118.55	237.31
PEND OREILLE				368.13	181.22	549.35	549.35	156.88	313.76
PIERCE	458.17	334.83	793.00	367.60	353.34	720.94	1,513.94	684.32	1,433.71
SAN JUAN				181.51	91.70	273.20	273.20	91.70	183.39
SKAGIT	9.31	8.06	17.37	429.89	351.40	781.29	798.66	357.94	716.93
SKAMANIA				159.79	89.96	249.75	249.75	88.74	177.95
SNOHOMISH	544.13	151.05	695.18	599.99	339.29	939.28	1,634.46	487.35	996.40
SPOKANE	521.72	253.92	775.64	1,511.21	670.07	2,181.28	2,956.92	831.49	1,826.52
STEVENS				926.77	562.91	1,489.68	1,489.68	464.41	928.85
THURSTON	184.59	58.17	242.76	485.29	295.10	780.39	1,023.14	353.27	720.53
WAHKIAKUM				58.39	85.18	143.57	143.57	78.81	157.62
WALLA WALLA	37.31	24.10	61.41	456.98	441.82	898.80	960.21	388.88	777.88
WHATCOM	37.90	25.81	63.71	548.97	336.95	885.92	949.63	362.76	727.23
WHITMAN	0.34	0.00	0.34	1,295.32	619.01	1,914.33	1,914.67	414.56	829.12
YAKIMA	76.74	45.59	122.33	863.93	733.23	1,597.16	1,719.49	752.46	1,523.82
STATEWIDE	3,562.00	1,592.93	5,154.93	21,961.30	13,091.53	35,052.83	40,207.76	12,906.94	26,268.40
EASTERN	914.70	470.19	1,384.89	15,049.79	8,735.03	23,784.82	25,169.71	7,491.30	15,195.78
WESTERN	2,647.30	1,122.74	3,770.04	6,911.51	4,356.50	11,268.01	15,038.05	5,415.64	11,072.62

Table G

COUNTY ARTERIAL PRESERVATION PROGRAM 2000 ACCOMPLISHMENT SUMMARY

COUNTY	1/1/00 Eligible Arterial System C/Line (miles)	Total CAPP Rec'd (\$1,000)	Total CAPP Expended (\$1,000)	Total Eligible Expenses (\$1,000)	CAPP Contri- bution (%)	2000 Arterial Sealcoat (miles)	2000 Arterial Overlay (miles)	2000 Total Resurf. (miles)	2000 Percent System Resurf'd
ADAMS	531.9	554.7	554.7	554.7	100.0	19.6	0.0	19.6	3.7
ASOTIN	95.0	102.6	102.6	121.2	84.6	12.2	0.0	12.2	12.9
BENTON	303.4	320.9	320.9	541.8	59.2	20.5	6.0	26.5	8.7
CHELAN	241.2	252.2	252.2	680.1	37.1	26.8	1.2	28.0	11.6
CLALLAM	132.5	138.1	138.1	444.9	31.0	18.0	0.0	18.0	13.6
CLARK	430.6	446.4	446.4	2,463.6	18.1	55.9	15.1	71.0	16.5
COLUMBIA	133.7	142.4	109.7	109.7	100.0	50.2	0.0	50.2	37.5
COWLITZ	222.6	231.7	231.7	314.3	73.7	22.7	0.0	22.7	10.2
DOUGLAS	305.0	328.0	328.0	1,283.2	25.6	47.6	0.0	47.6	15.6
FERRY	177.6	185.9	185.9	280.2	66.4	20.9	0.0	20.9	11.7
FRANKLIN	341.3	358.8	358.8	949.3	37.8	37.4	1.7	39.0	11.4
GARFIELD	122.2	127.1	127.1	328.9	38.7	26.0	0.0	26.0	21.3
GRANT	818.5	857.1	857.1	2,536.8	33.8	121.6	16.5	138.2	16.9
GRAYS HARBOR	219.8	226.7	226.7	914.6	24.8	22.7	3.8	26.4	12.0
ISLAND	214.6	225.1	225.1	681.4	33.0	3.8	12.5	16.3	7.6
JEFFERSON	127.8	133.5	133.5	549.8	24.3	21.1	0.0	21.1	16.5
KING	557.2	605.7	605.7	1,132.2	53.5	0.0	21.8	21.8	3.9
KITSAP	313.7	329.6	329.6	1,766.5	18.7	0.0	15.1	15.1	4.8
KITTITAS	305.9	318.5	318.5	920.3	34.6	39.7	0.9	40.6	13.3
KLICKITAT	311.3	324.7	324.7	814.2	39.9	30.5	6.1	36.6	11.7
LEWIS	290.2	301.7	301.7	1,663.8	18.1	12.7	15.2	27.9	9.6
LINCOLN	377.4	395.7	395.7	625.7	63.2	47.3	2.7	50.0	13.3
MASON	261.8	273.0	273.0	1,718.5	15.9	3.4	14.6	18.0	6.9
OKANOGAN	399.5	411.0	411.0	758.2	54.2	72.6	59.8	132.4	33.1
PACIFIC	120.1	124.2	117.2	289.9	40.4	2.0	0.4	2.4	2.0
PEND OREILLE	156.6	167.8	156.5	156.5	100.0	12.2	0.0	12.2	7.8
PIERCE	689.1	752.7	752.7	1,491.5	50.5	70.5	0.0	70.5	10.2
SAN JUAN	86.2	88.5	61.6	61.6	100.0	3.3	0.0	3.3	3.8
SKAGIT	358.1	376.7	376.7	482.9	78.0	37.7	0.0	37.7	10.5
SKAMANIA	83.8	87.6	0.0	145.7	0.0	7.5	0.0	7.5	9.0
SNOHOMISH	484.5	523.7	523.7	3,014.2	17.4	17.1	23.2	40.3	8.3
SPOKANE	828.5	950.5	950.5	5,156.0	18.4	74.8	6.7	81.5	9.8
STEVENS	456.9	474.3	437.1	1,462.5	29.9	89.3	59.2	148.5	32.5
THURSTON	353.5	375.6	375.6	1,723.6	21.8	15.0	16.4	31.4	8.9
WAHKIAKUM	78.8	82.8	82.8	106.9	77.4	7.4	0.0	7.4	9.4

Table H

COUNTY FREIGHT AND GOODS SYSTEM

COUNTY	Freight and Goods System - Truck Route Class					Total FGTS	Total Adequate	% Adequate
	T-1	T-2	T-3	T-4	T-5			
ADAMS		0.990	32.339	348.180	204.570	586.079	178.609	30.5%
ASOTIN		0.150	22.999	19.976		43.125	34.147	79.2%
BENTON			116.993	127.025	85.655	329.673	86.475	26.2%
CHELAN			34.520	40.320	51.670	126.510	37.030	29.3%
CLALLAM			35.170	100.700	9.990	145.860	3.310	2.3%
CLARK	5.170	29.430	50.330	5.320		90.250	58.010	64.3%
COLUMBIA			9.113	28.120	160.720	197.953	18.897	9.5%
COWLITZ			80.860	57.860	3.000	141.720	104.630	73.8%
DOUGLAS			8.020	85.120	171.620	264.760	131.570	49.7%
FERRY			108.860	106.320		215.180	22.810	10.6%
FRANKLIN			103.740	162.110	252.400	518.250	504.460	97.3%
GARFIELD				10.130	118.255	128.385	110.655	86.2%
GRANT		10.460	275.610	265.160	309.810	861.040	112.260	13.0%
GRAYS HARBOR		1.031	213.697	7.210		221.938	188.473	84.9%
ISLAND			14.938	27.500	0.370	42.808	42.778	99.9%
JEFFERSON			40.810	33.160		73.970	63.010	85.2%
KING	21.920	37.461	301.921	117.970		479.272	430.785	89.9%
KITSAP	2.938	3.300	30.152	5.658		42.048	0.925	2.2%
KITTITAS		1.190	94.374	5.610	0.150	101.324	94.994	93.8%
KLICKITAT			175.380	111.070		286.450	7.630	2.7%
LEWIS			140.351	198.795	50.025	389.171	230.449	59.2%
LINCOLN			99.490	57.120	92.197	248.807	67.620	27.2%
MASON			41.280	80.490	1.460	123.230	2.290	1.9%
OKANOGAN			106.121	110.195	182.006	398.322	84.422	21.2%
PACIFIC				53.610		53.610	0.000	0.0%
PEND OREILLE			37.987	118.222	52.896	209.105	27.791	13.3%
PIERCE	7.590	17.420	240.120	29.380	7.700	302.210	36.080	11.9%
SAN JUAN			43.432	52.590		96.022	56.617	59.0%
SKAGIT	0.220	3.650	187.527	49.458		240.855	112.943	46.9%
SKAMANIA			23.152	58.846		81.998	80.348	98.0%
SNOHOMISH	2.521	51.431	178.313	43.148	49.126	324.539	215.738	66.5%
SPOKANE	0.230	56.360	362.440	272.590	112.670	804.290	663.650	82.5%
STEVENS			161.460	175.190		336.650	12.800	3.8%
THURSTON		1.141	172.880	34.913	4.131	213.065	23.467	11.0%
WAHIAKUM			12.000	2.670	10.830	25.500	12.170	47.7%
WALLA WALLA			71.929	287.587		359.516	4.316	1.2%
WHATCOM			109.870	94.390		204.260	67.700	33.1%
WHITMAN			2.890	37.974	254.139	295.003	37.044	12.6%
YAKIMA		9.990	402.080	141.440	69.780	623.290	599.190	96.1%
TOTAL	40.589	224.004	4,143.148	3,563.127	2,255.170	10,226.038	4,566.093	1723.6%

County Road Log Certified 1/1/2001

Adequacy defined by Cost Responsibility Study - All Weather Roads